

**Q: What is the Certified Cargo Screening Program?**

**A:** The Transportation Security Administration (TSA) implemented a Certified Cargo Screening Program (CCSP) to comply with legislation signed into law on August 3, 2007. Called Implementing the 9/11 Commission Recommendations Act of 2007, the law required the Secretary of Homeland Security to set up a system that would enable industry to screen 100 percent of cargo transported on passenger aircraft at a level of security commensurate with the level of security of passenger checked baggage, within three years. The law applies to all cargo tendered to airlines at a U.S. origin for carriage on passenger flights, domestic or international.

Guided by the requirements of the law, the TSA set the following milestones for achieving this goal within the mandated 3- year timeframe:

- 50 percent of all cargo shipped on passenger aircraft must be scanned by February 2009
- **75 percent must be scanned by May 1, 2010**
- **100 percent must be scanned by August 1, 2010**

**Q: Who has received approval to scan air cargo?**

**A:** Anticipating significant delays, increased processing/cut-off times and costs at airline facilities, the TSA has devised ways to provide air cargo screening resources in addition to these, such as approved Certified Cargo Screening Facilities (CCSFs).

CCSFs were established to: (1) allow screening of cargo early in the air cargo supply chain by a trusted, vetted, and audited facility; (2) initiate and maintain the integrity of a shipment throughout the supply chain by using stringent chain of custody methods; and (3) enable entities such as shippers to incorporate physical screening into the packing process.

**Q: Who can become a Certified Cargo Screening Facility (CCSF)?**

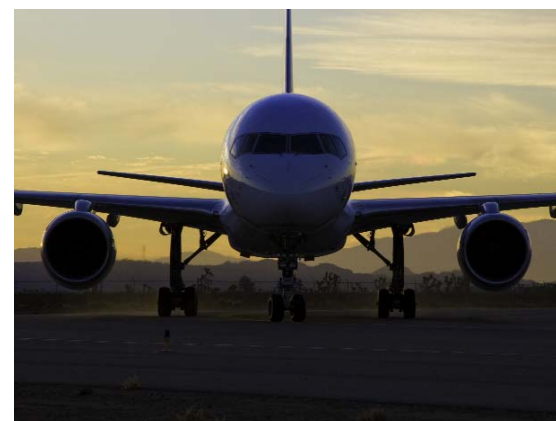
**A:** Any facility that tenders cargo directly to an air carrier or indirect air carrier may apply to become a Certified Cargo Screening Facility (CCSF). These include:

- Manufacturers
- Warehouses
- Distribution Centers
- Third Party Logistics Providers
- Indirect Air Carriers
- Airport Cargo Handlers
- Independent Cargo Screening Facilities

Facilities that are certified to participate are designated as CCSFs must adhere to strict, TSA-mandated security standards that apply to the facility itself (for example, physical access controls, perimeter security); facility personnel; processes relevant to the transportation, handling and storage of cargo; and information technology security. Each facility is certified individually by the TSA.

**Q: Is FedEx Trade Networks participating in the Certified Cargo Screening Program?**

**A:** Yes. FedEx Trade Networks has CCSFs located at these five airport gateways: Atlanta, GA; Chicago, IL; Los Angeles, CA; Miami, FL; and Seattle, WA.



**Q: How will the Certified Cargo Screening Program benefit me?**

**A:** Benefits for U.S. shippers are significant and include the following:

- Because air cargo must be scanned at the piece level to comply with the law, shipments tendered on skids and shrink-wrapped must be taken apart so individual pieces can be screened. Airlines lack space/facilities to “de-palletize,” screen, and re-configure these shipments, but CCSFs are designed to handle all of these activities and to maintain the integrity of the product as well.
- After scanning cargo, CCSFs will be able to tender it directly to a passenger air carrier or freight forwarder.
- Air cargo screened at a CCSF will not be re-screened and possibly damaged or compromised at the airport. Pre-screened cargo goes straight to the front of the line.

**Q: If I bring my shipments to a FedEx Trade Networks CCSF, what type of screening will they receive?**

**A:** Three methods are available at CCSFs:

- X-ray
- Explosive trace detection (E.T.D.)
- Physical search only if necessary

**Q: How will screening affect the way shipments are handled?**

**A:** All air cargo will be subject to break-down, screening, loading and unloading as loose pieces (cartons), so documents such as Shipper’s Letter of Instruction (SLI), House Air Waybill (HAWB) and Commercial Invoice(CI) must reflect the piece count at the lowest level (cartons), and each piece must be labeled individually to assist in identification.

**Q: Is there a fee for FedEx Trade Networks cargo scanning**

**A:** Yes. All cargo scanned by FedEx Trade Networks is subject to a cargo screening surcharge. The surcharge is priced per-kilo based on local market conditions and will appear on your FedEx Trade Networks invoice.

**Q: Should I bring my cargo to the FedEx Trade Networks CCSF earlier than usual?**

**A:** Under ordinary circumstances, screening will not slow down your shipment, so it will not be necessary to bring it to the facility sooner. For example, if your cargo is palletized and covered with light shrink-wrap, you do not need to drop it off earlier than usual. If, however, it is palletized with metal bands, additional time will be needed to break it down, screen it, and then re-palletize it. In this situation you should contact your FedEx Trade Networks representative early in the scheduling process so they can advise you when to drop off your shipment in order to avoid delays and meet your delivery time requirements.

**Q: How will I know if my cargo must be screened?**

**A:** Cargo that will be transported via passenger aircraft is required to be screened by law. Since we use both cargo and passenger aircraft to transport cargo, there will no longer be exceptions based on cargo type or commodity. All cargo brought to our CCSFs, regardless of its contents, will be screened.

**Q: Can I restrict screening so that my shipments are not x-rayed?**

**A:** Yes. There are certain types of cargo that cannot be x-rayed. If your shipment should not be x-rayed, contact your FedEx Trade Networks representative and discuss alternative scanning options.

